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HONGKONG OFFICE: 10a, DES VOEUX ROAD O LONDON OFFICE: 131, FLEET STREET, EC

Hongkong, April 8th, 1912.

JAPAN has ordered one of her Army Divisions to Pingyang, according to the Japanese firmed nor denied, and what amount of truth there is in it it is difficult to say. As is well Power or even allow it to form part of any known, Japan has immense barracks at Pingyang, constructed evidently for future to international policy. It would thus contingencies, and thus is fully prepared to deal with any situation that may arise. the report is true, then apparently she deems the time nearly ripe for action. What Japanese supervision. The establishment special circumstances have arisen which could have induced Japan to take this step? Perhaps the principal cause is to be found in the soldiers' mutiny at Peking and the similar resulting disturbances in other parts of the country. Japan officially It is notified in the Gazette that Mr. certainly did not look with pleasure on the sweeping away of the Manchu Dynasty, although its fall would have been less objectionable if its place had not been taken by a republic. Japan with a republic on the East and a republic on the West dreads a decline of the imperial spirit, which she judges necessary for her development. When the news of the mutiny at Peking reached Tokyo, however, it seemed that a republic was not so inevitable as was at first thought. Yuan Shih Kar's position from the Japanese point of view was severe. ly shaken, and it was possible that, after all, the republic of China might prove a dream. But such a reversion of policy could only be accompanied by renewed | pany.

serious disturbances, which threatened to] prove fierce in South Manchuria, where Japanese interests are predominant. Again, it appeared not improbable at one time that Manchuria would only become a part of the new Republic after a struggle. The danger even yet is not entirely past, and will not pass until China obtains a strong hold over Mongolia. This leads naturally to the question of Russian influence in that region. It is generally said that Russia and Japan are now in full accord as to their respective interests in North China and that there is full communication between them as to their respective policies. The truth of this assertion, however, was somewhat rudely shaken by the evident perturbation with which the news of the Russian action in Mongolia was received in Tokyo. If there were such full accord, as stated, why did Russia not inform Japan of her meditated move? It is explained away in Japan as a political move only, by which is apparently meant that Russia does not seek territorial increment, but inasmuch as all annerations, such, for instance, as that of Korea by Japan, are prefaced by political movements from spheres of influence, through protectorates to absorption, the explanation does not seem very satisfactory. If Russia is to establish a protectorate over Mongolia and ignore the rights of the Chinese Republic, what course will Japan pursue? The only Per case Pe logical course seems to be to take similar action in South Manchuria. Russia has the advantage in Mongolia in that she can ostensibly pose as the champion of the Mongolian Princes who are contending for the independence of their country, -Manchuria_the_only_possible_claimant_of sovereign rights is the deposed Emperor of Gold Capsule 31.40 2.70 China, and Japan would hesitate long before she set herself to champion his claims in the face of the Chinese nation, The only policy Japan can follow for the time being is one of watchfuluess. The republicans and the imperialists can fight it out, and as long as Japan's interests are not affected she will not interfere. But to protect herself she requires to be as much on the spot in South Manchuria as Russia apparently is in Mongolia, and hence the necessity of despatching troops.

During the session of the Japanese Diet which has just closed many attempts were made to obtain from the Government some clear statement as to its policy in China. For the most part these efforts were unavailing, Ministers either reserving their replies-to the Greek Kalends, apparently -or making those vague statements which the Japanese language lends itself so admirably. The Government was severely heckled by several members as to its alleged effort to uphold the Manchu dynasty, in spite of its declaration as to entire neutrality throughout the struggle; but the answers of Ministers failed to show whether the allegation was true or false. The most definite statement was one made by the Minister of Foreign-Affairs, wherein-he-acknowledgedthat the outbreak of disturbances in North China had put a different complexion on affairs and that Japan would be compelled to send troops as required owing to the interests she had at stake, which obliged her to prevent the region being made the basis of operations by the belligerent parties. This amounts to a declaration of a protectorate over South Manchuria. No statement was made as to Russia's action in Mongolia -at least, not publicly. Whether Japan views Russia's action with alarm, as alleged, or whether she takes it as a part of an already arranged policy, is thus uncertain. All that can be stated papers. The report has neither been con- definitely is that she will not allow South Manchuria to become a prey to any other agreement made with the other Powers as seem that Manchuria will have to remain nominally a portion of the Chinese Republic or run the risk of coming actually underof a separate principality or a combination with Mongolia is not likely to be sanctioned.

> The German Mail of the 5th March was delivered in London on the 4th April.

G. T. Edkins has been appointed a member of the Court of the University of Hongkong.

A fine of \$1,000 or six months' imprisonment was imposed on a Chinese at the Magistracy on Saturday morning for conducting a lottery.

Notice is given in the Gazette to owners and occupiers of tenements that rates for the second quarter of 1912 are payable in advance on or before April 30th, 1912.

A new business enterprise was inaugurated in Hongkong on Saturday afternoon with the ceremonial opening of the factory at Kennedytown of the Eastern Dyeing and Dry Cleaning Comlished near the Taal volcano in the Phi. P. pine Islands.

His Excellency the Governor of the Straits Settlements has presented the warrant and insignia of the order of the C.M.G. to the Hon Tau Jiak Kim.

To-day being the birthday anniversary of H.M. Albert I., King of the Belgians, the Belgian Consul in Hongkong will be At Home" at his office from 11 a.m.

The return of samples examined by Mr. Frank Browne, Government Analyst, under the Sale of Food and Drugs Ordinance, 1898, for the quarter ended March 31st, 1912, is as follows:—Coffee samples, 2 found adulterated; milk 5 samples, all genuine; beer 0 samples, all

Four Chinese were charged at the Magistracy on Saturday morning with being stowaways on board the s.s. St. Albaus, which arrived on Friday. They were found in a coal bunker by the chief engineer. They all pleaded guilty and stated that the head fireman told them they could go aboard. They wer each fined \$250 or in the alternative six

Two Chinese, a man and a woman, were charged at the Magistracy on Saturday morning with assaulting a constable. Mr. Irving said he was surprised that a man of such a respectable appearance should behave in such a way He would fine him 85 or seven days' and further order him to pay \$2 as compensation for damage to the officer's uniform. The woman he would fine \$1.

A play entitled "Buddha" was produced recently at the Court Theatre, London, by a mixed company of British actors and actresses and young Indians. The production is from Sir Edwin Arnold's book, "The Light of Asia," which has been specially dramatised by an Indian student-at-law, Mr. C. J. Bose. The forcible regitation of the prologue by Mrs. Brown Potter was particularly well received, as was Miss Viola Tree's impersonation of the Voice of the Wind. Oriental love of colour and magnificence is strongly emphasised in every scene.

BANK-NOTE AND SPECIE RETURNS.

The following are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended March 31st, 1912, as certified by the Managers of the re-stake. spective banks:

Chartered Bank: Average amount \$6,268,956; specie in reserve \$4,000,000. Hongkong and Shanghai Bank: Aver-

age amount \$22,517,242; specie in serve \$15,000,000.

\$19,000,000.

EASTERTIDE IN HONGKONG.

Eastertide passed very agreeably in Hongkong. The weather conditions were bright and bracing, very different to what the heavy rain of Thursday gave promise, and this contributed to the pleasure of outside recreations. Excursions by steamboat and railroad appealed to a considerable number, and the usual holiday aspect was well maintained.

in the Roman Catholic Churches were all well attended, especially the rendering of "The Messiah" in the Cathedral on Friday night.

"THE MESSIAH" AT ST. JOHN'S CATHEDRAL.

On Good Friday night, St. John's Cathedral was crowded to hear several numbers from Handel's "Messiah" sung by a choir of about 100 voices. The air "He was despised and rejected of men was very finely sung by Mrs. T. L. Perkins. H.E. Mr. Claud Severn, in a good clear tenor voice, sang the recit. and air "Thy rebuke hath broken his heart"; Mrs. F. J. Hunter took the recit. and air "He was cut off out of the land of the living ": Master T. Martin sang the air "I know that my Redcemer liveth" exceedingly well; Mr. H. T. Best took the recitative "Then shall be brought to pass" and Mr. Best and Mr. Pearce sang the duet "O death! where is thy sting?" The chorus work was excellent. Mr. Denman Fuller presided at the organ, and, before the numbers from "The Messiah" were sung, very finely played Basil Harwood's "Requiem Acternam," and Good Friday music from "Parsifal" (Wagner). The Rev. F. T. Johnson, Chaplain of the Cathedral, said the prayers with which the service began and pronounced the Doxology at the close. During the singing of the Hymn "Rock of Ages" a collection was taken in aid of the Cathedral Organ Fund. The renovation and improvement of the organ at a cost of \$10,000 has just been completed, and the organ now bears favourable comparison tonally with the leading Colonial

[THROUGH REUTER'S AGENCY.] THE COAL STRIKE. RAILWAY LOSSES.

London, April 6th. Owing to the strike the receipts of 51 Railway Companies for the week ending March 31st show a decrease of £747,060, while the receipts for the thirteen weeks ending on the same date have decreased by £2,232,606 as compared with the corresponding period in 1911.

The miners have since the strike lost £6,000,000 in wages, while the fund of the Miners' Unions have been depleted to the extent of £1,295,000

SPLIT IN THE MINERS' CAMP.

It is stated that acute differences have arisen between the miners' leaders over the decision of the Executive yesterday, which was reached by a small majority. One of the leaders is quoted as saying that if the Conference of Saturday decides against resumption, it will break up the sion of the Conference is, it is not ex- Constantinople. pected that a national strike will be resumed owing to the huge abstentions in the ballot and the large numbers of men now working.

It is noteworthy that at the ballot in January 445,801 voted for a strike and 115,721 against out of a voting strength

EXODOUS FROM LONDON. Despite the restricted train service and the absence of excursions, the Easter exodus from London yesterday was enormous, the congestion at the stations being unprecedented.

LATER. PEAUE PROSPECTS UNFAVOURABLE. There are now 62,000 miners working. At meetings held in Yorkshire, Northumberland, Fife, Kinross, and the Lothians it was resolved to instruct the delegates for Saturday's Conference to vote for a continuance of the strike.

It is expected that the proceedings at the Conference will be lively, and the result is doubtful, possibly a split in the Miners' Federation. LEADERS' ADVICE TO MINERS.

At many meetings held yesterday leaders were heckled for their advice to resume work.

The Welsh miners' leader, Mr. Hartshorn, said he would have called out the transport and other organisations to assist the miners, but it was now the duty of the men to resume and be loyal to the Federation, whose very existence was at

RIOTING IN FIFE. Ten thousand miners from Newton Colliery, Lochgelly, Fife, headed by bands, smashed windows, partially wrecked the machinery, and stoned the police. The totals consequently are: -Average | This outburst was all due to the belief amount \$28,786,198; specie in reserve that there were five men working in the

> WORK TO BE RESUMED. The Miners' Conference on the 5th pinstant endorsed by 440 votes to 125 the Executive's recommendation. Work will be resumed on Monday or Tuesday.

> > HOME RULE. IRISH FORECASTS.

London, April 6th. There have been several forecasts as to The religious festival was observed by the Home Rule Bill, the most detailed many. The services in St. John's being that of the Liberal newspaper Cathedral, in the Wesleyan Church, and The Ulster Guardian, the chief points of which are that the Council will consist of 48 members, twelve of whom will be nominated, and that the Assembly wil consist of 103 members. Customs and Excise will be under Imperial control for six years, and after that will be controlled by the Irish legislature, subject to perpetual free trade between Great Britain and Ireland.

SCOTTISH CUP FINAL.

London, April 6th. In the Scottish Cup final Celtic beat Clyde by two goals to nil at Ibrox Park. LONG DISTANCE AEROPLANE RACE.

London, April 5th. A message from Paris says that the Matin intends or anising an aeroplane race from Peking to Paris.

WEST INDIES AND CANADA.

London, April 5th. The West Indian delegates now in of Luxemburg." Canada negotiating for closer trade relations have met with a most cordial reception. There are good hopes of a satisfactory outcome to their labours.

A CORONATION PROMISE.

London, April 6th. Their Majesties have consented to attend a gala performance at the Palace Music Hall in London on June 10th in fulfilment of a promise which the Lafayette disaster in Edinburgh in July last prevented them from carrying out.

SUFFRAGETTES COMMITTED.

LONDON, April 6th. Mrs. Pankhurst and Mr. and Mrs. Pethick Lawrence have been committed for trial. Bail was allowed.

A seismological station has been estab TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.] NEW JAPANESE WAR MINISTER

Tokyo, April 7th. General Uyehara, of the Fourteenth Division, has been appointed Minister of War, in succession to the late Baron

Ishimoto.

[THROUGH REUTER'S AGENCY.] ANARCHISTS ARRESTED IN TURKEY.

LONDON, April 5th.

A wire from Constantinople states that two men named Kirkar and Simon were arrested on arriving from Varna. They and eight bombs. Kirkar had six passanarchists and emissaries of the Bulgarian and Macedonian committee. The police miners' organisation. Whatever the deci- are searching for possible accomplices in

> message from Reuter's Constantinople correspondent states that investigation of the bombs carried by the men Kirkar and Simon shows that they were intended for Russia. Simon is a Russo-Armenian, and he has deposed that he had

frequently conveyed bombs to Russia. Kirkar has been released. OLD MANSIONS BURNT.

LONDON, April 6th.

The Lake House, an Elizabethan mansion near Halisbury, with its valuable that he is being punished according to the contents, was destroyed by fire yesterday old law of the Empire and stating that morning. The tenant is the Government according to the republic he was simply whip, Mr. P H. Illingworth, whose family utilising the privilege of freedom of and servants escaped in their night speech. clothes. Their lives were saved by the barking of a dog, which Mr. Illingworth subsequently rescued after several attempts to reach a window with a ladder.' Ross Dhu House, the family seat of the Coloquhouns, at Loch Lomond, has been partially burned. The Chief is at present with his regiment in Egypt.

The historic Gibbstown Castle, ir Meath, has been partially destroyed by The damage is estimated at £40,000.

HUNGARIAN POLITICAL CRISIS.

London, April 5th. The Hungarian Parliament has adjourned for holidays without settling anything, the extreme Oppositionists demanding electoral reform before the Army Bill, on the passing of which the Emperor insisted.

STEVENSON AND GRAY ON TOUR.

London, April 5th. Stevenson and Gray leave Southampton on May 18th for South Africa. They will visit all the important towns and will then proceed to Rhodesia if time permits. They will leave South Africa in September for India, where they will remain till March. Thence they will proceed to Australia.

THE BANDMANN OPERA CO.

Every seat in the Theatre was occupied on Saturday night when the Bandmann Opera Co. played "A Waltz Dream." The piece is always attractive, but the record audience was due probably more to the fact that it was Saturday night than to the popularity of the opera. In our judgment the Company has shown itself to better advantage in each of the operas previously given. This is, not, however, to say that "A Waltz Dream" was not well presented. The audience was evi-Tempest gave a capital interpretation of the Princess Royal. The part of the Prince Consort was taken by Mr. James rôle of King Joachim and Mr. Frith that most of their parts. Miss Elsie Probyn, as the conductress of the orchestra, deserves a word of commendation. Her tinetly good. Miss Violet Frampton, Miss Kitty Barlow, and Mr. Wm. Farmer had the other prominent characters. The opera was excellently staged.

A SHOE AND LEATHER FAIR.

There will be held in Roston, Mass. U.S.A., July 10-17 of this year the Sixth National Shoe and Leather Market Fair, at present. It is stated in the native press and foreign dealers and manufacturers in that more than two hundred junks are Hongkong are cordially invited to attend | prepared to come to Canton with rice as the fair and submit samples if they desire to do so. It is proposed to have a thoroughly complete and representative up if the waterway is to be declared safe. line of samples of shoes and leather, also machinery and materials used in makin Jacobsen Publishing House, 136 W. Lake Street, Chicago, Illinois, will be pleased to hear direct from local dealers and manufacturers who may desire to attend or send samples.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

April 4th. TROOPS FOR SWATOW. A few days ago it was reported that

owing to serious trouble in the vicinity of Swatow about 1,600 troops were to be sent up at once. The Kwangtah, which is in the river at present, had orders to embark yesterday 800 men and proceed to Sha Kee, a place near Swatow, but yesterday these orders were cancelled and no soldiers are to be sent as the situation there has improved greatly during the last few days,

SUN YAT SEN, It is now officially stated that Sun Yat Sen is on his way to Canton and will arrive in the course of the next few days. The people here swear by him and his presence here is bound to do a lot towards were carrying 28 kilogrammes of dynamite | restoring peace all over the province. Ho will make a tour of inspection and advise ports. The men are supposed to be the provincial governing body as to steps to be taken in connection with the army and taxation. Also the appointment of permanent officials will be under consideration during his visit and an attempt will be made generally to fix up the

schemes of Government. -- A NEWSPAPER PROSECUTION.

The editor of one of the native newspapers which were ordered to stop circulation for publishing false news was brought before the special court for trial. He was found guilty, but it was decided to let him off lightly with a fine of \$30 and a warning that any subsequent offence will be punished very severely. There has been some dispute over the law on the question of libel, the defendant insisting

THE CITY WALL.

The knocking down of the City wall has been progressing very slowly lately. The authorities have enlisted a large number of new labourers and are insisting on a certain amount of work being done each day and also on the material being carried to specified parts of the City. At first people used to come along and carry off just as much material as they wished without any remonstrance on the part of the workers, but now it has been decided to build in several places with the stones from the wall.

April 6th.

EXECUTION AT TAI BHA TOU. Thursday, a Chinese gunboat on patrol near Kongmoon came across a launch without number and name and stopped it. It was found that the occupants were a company of pirates and looters for whom they had been looking a long time. The launch and the 31 men on board were brought to Canton and the men all shot on a piece of empty ground a few yards from Tai Sha Tou, the terminus of the Canton-Kowloon Railway Station, at about 4.30 p.m. on the 4th inst. On the 5th, on my visit there, the bodies were all lying in the same position, and one of the victims was still alive. The story goes that during the execution one of the prisoners escaped to Honam, having only been shot in the ankle. The method of executing these prisoners is interesting. The soldiers are lined up and the prisoners made to kneel, while two soldiers are detailed to each prisoner. A shot in the heart and a shot in the head are supposed to do for each unfortunate, but on Thursday in many cases extra shots had to be fired and even then quite a number of the pirates were still breathing. On Friday night three more prisoners were shot on the same ground. These men were shot from about six feet distance by nine soldiers and all expired on the spot.

TROUBLE AT PUN U AND CHAN CHUEN. There has been continuous fighting

between the pirates and robbers and the soldiers garrisoned at Pun U, and the official in charge there has applied for permission to arm a private reserve force with rifles and ammunition. The Gover dently a delighted one. Miss Marjoric nor has decided that this cannot be allowed until more particulars come to hand, as there are too many pirates and robbers in the vicinity.

At Chan Chuen also there has been McGrath. Mr. Bobby Roberts had the heavy fighting between two chiefs who were in possession of different parts of the of the Grand Duke, and both made the countryside before the revolution. Quite a hundred men have been killed and fighting has gone on for nearly a week, with the result that trade in the place is absolutely at a standstill and the people voice is weak, but her acting was dis- with money are clearing out. A number of soldiers are being sent up to suppress the trouble.

DEAR RICE

Rice is dearer in Canton now than it has been for a long time, the reason of 'To-night the Company play "The Count | course being the present unsettled state of the delta. On the North and West River there are many towns and villages which are prepared to send quantities of this commodity to Canton if they can be assured that it will reach there in safety. but there have been so many piracies and robberies that this is extremely unlikely cargo if they can be guaranteed protection. This is a question of moment and the Government will require to take it

SILVER COINS SCARCE.

It has been observed lately that silver shoes and leather. The management, The Coins have been very scarce in the city and it is thought that most of the newly coined 20 cent pieces are finding their way out of the city. A notice has been issued by the Governor stating that no person will be allowed to carry more than \$50 in silver out of the city.

onlinued until countermanded. Orders for extra copies of DAILT PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE H.A.L. Steamship

Captain Solmer, having arrived, Consignees of Cargo are heroby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown against Bills of Lading countersigned by the

Undersigned. Optional Cargo will be carried on unless notice

of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th just, will be subject

All broken, chafed, and damaged goods must be left in the Godowns, where they will be SATURDAY, April 13th: examined on the 10th inst., at 9.30 A.M. No Fire Insurance will be effected by us in

Hongkong Office. Hongkong, 5th April, 1912

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns ei the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

Optional Cargo will be forwarded on unless intimation is received from the Consignees

have left the Godowns, and all goods remaining undelivered after the 12th inst. will be subject All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 12th inst., at 9:30 A.M. All Claims must reach us before the 19th inst,, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex s.s. "Orseolo" from Venezia via Port NORDDRUTSCHER LLOYD.

MELCHERS & Co., — General Agents.

BANK HOLIDAY.

instant.

Hongkoug, 3rd April, 1912.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY). the 8th instant. By Order,

MARINE INSURANCE ASSOCIATION OF HONGKONG.

TOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 8th instant. By Order,

A. R. LOWE, Secretary

Hongkong, 4th April, 1912. A. S. WATSON & CO., LIMITED.

WILL BE CLOSED TO-DAY (MON-DAY), 8TH INSTANT, inclusive, for the purpose of redecoration. During this time, GOODS MAY BE OBTAINED at the SIDE ENTRANCES in CHATER ROAD

A. S. WATSON & Co., LIMITED. Hongkong, 4th April, 1912.

THE Interest and Responsibility of MR.
MENINO FERNANDEZ in our Firm CEASED on 1st April, 1912. FERNANDEZ & Co. Hongkong, 2nd April, 1912.

ENTERTAINMENTS

THE NEW

TO-NIGHT TO-NIGHT

TO-MORROW NIGHT

For the first time in Hongkoug, The Great Blusical Play,

COUNT LUXEMBOURG. From Daly's Theatre, London.

WEDNESDAY, April 10th :

FLORODORA. THURSDAY, April 11th :

THE KING'S BRIDE. FRIDAY, April 12th:

THE GIRL IN THE TRAIN THE ARCADIANS.

MONDAY and TUESDAY, 15th and 16th: PEGGY.

WEDNESDAY, April 17th: FAREWELL PERFORMANCE. Plan Now Open at MOUTRIE'S. PRICES: \$3.50, \$2 and \$1.

Doors Open at 8.30 P.M. Commence at 9.15 P.M. Hongkong, 8th April, 1912.

VICTORIA THEATRE.

SPECIAL BAND NIGHTS: By kind permission of Col. Hamilton and OFFICERS, The Band of the 1st K.O.Y.L.I. play every THURSDAY NIGHT. when Special Programmes will be arranged.

Stupendous Production. The 1912 Masterpiece.

SAINT GEORGE AND THE DRAGON.

A Drama that Grips your Audience with s Climax that Brings Thunders of Applause. And the famous Artists. HARRY - "THE QUEALYS" - NELLIE. TWO PERFORMANCES NIGHTLY, 7.15 P.M. and 9.15 P.M.

GRAND MATINEES-SATURDAY AND SUNDAY, AT 4 P.M. Hongkong, 30th March, 1912.

INTIMATIONS

TRANS-SIBERIAN RAILWAY. INTERNATIONAL SLEEPING CAR CO OF BRUSSELS.

TAVING been Appointed AGENTS of the above Company, for Hangkong and the above Company, for Hongkong and Canton, we will issue through tickets for the Great Trans-Siberian Route to Europe and America and act as Agents for the Government N Accordance with Ordinance No. 5 of 1912 Railways of Chine, The Imperial Railways of the EXCHANGE BANKS will be Japan and Russia, The Korean and South CLOSED for the Transaction of PUBLIC Manchurian Railways and nearly all the P. A. LAPICQUE & Co.,

4. Queen's Building. Telephone 950. Hongkong, 1st April, 1912.

must be thoroughly reliable and have had some previous business experience. Reply, giving full particulars as to Age Sa'ary required, etc., to- "B.," Care of "Daily Press" Office. Hongkong, 4th April, 1912.

> PARTIES. PIONIC

> > LAUNCH FOR HIRE.

Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager, H. HAYNES.

1389 Hongkong, 1st March, 1912.

REDUCTION.

WE are pleased to be able to announce that, on and after the Est the following Prices will rule for our :--

"DAISY" BRAND BUTTER...80 ets. per lb. DAIRYMAID." "BUTTERCUP"

THE DAIRY FARM CO., LTD.

"PASTRY"

ports. Small quantities handled and specially low rates quoted for large quantities,

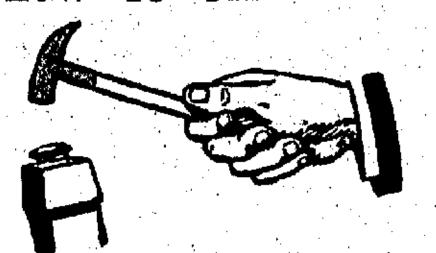
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DOUBLES YOUR THEM.

FIT 35 **CENTS**



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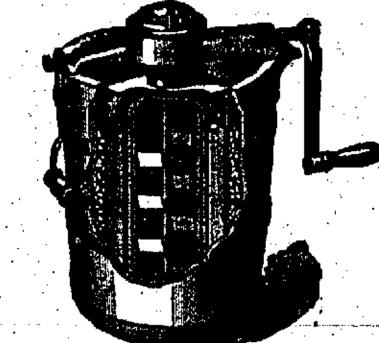
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PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

the Report of the Directors together with the THE GOVERNMENT, of One Lot of and of declaring Dividends, &c.

April, both days inclusive. • By Order of the Board, C. MONTAGUE EDE, Secretary.

Hengkong, 4th April, 1912. CHINA TRADERS' INSURANCE CO.

LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN tha the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen' Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12,30 P.M., for the purpose of Receiving the Report of the Directors

together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c. The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On THURSDAY, the 11th April, 1912, commencing at 2.30 P.M., E.S. at his Sales Rooms, Duddell Street, A LARGE QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE, Comprising :-SILK TAPESTRY COVERED DRAW ING ROOM SUITE, Double and Single WARDROBES with BEVELLED GLASS DOORS, NEW BRASS MOUNTED BEDSTEAD, TEAK TOILET TABLES. TEAK and MARBLE TOP WASH. STANDS, CHEST-OF-DRAWERS, TEAK OVERMANTELS, FINELY CARVED SIDEBOARDS. DINNER WAGGONS. DINING TABLE and CHAIRS, DINNER SERVICE and GLASS WARE.

ELECTRO-PLATE and SILVER WARE, OIL PAINTING and ENGRAVINGS BRASS FENDERS and BRASSES. CARPETS, RUGS, LACE CURTAINS A Selection of CANTON BLACKWOOD

SIX SEWING MACHINES (New), A Collection of BUTTERFLIES in Cabinet. On View from WEDNESDAY, the 10th April. Catalogues will be issued. Terms: - As Usual.

FOUR COTTAGE PLANOS, by Haske, &c.

Austioneer. Hongkong, 5th April, 1912

AUCTIONS

PUBLIC AUCTION.

TOTICE IS HEREBY GIVEN that the ARTICULARS and CONDITIONS of THIRTY-NINI'H ORDINARY L the letting by Public Auction Sale, to be YEARLY MEETING of the Society will be held TO-MORROW (TUESDAY), the 9th day held at its Head Office, No. 2, Queen's Buildings, of April, 1912, at 3 P.M., at the Offices of the Hongkong, on TUESDAY, the 23rd APRIL, PUBLIC WORKS DEPARTMENT, by Order of His 1912, at Noon, for the purpose of Receiving Excellency the Officer Administrating Statements of Account to 31st December, 1911, CROWN LAND near Kowloon Inland Lot No. 1157, in the Colony of Hongkong, for a The TRANSFER BOOKS of the Company term of 75 years, with the option of renewal at will be CLOSED from the 13th to the 23rd a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale.	Registry No.	Locality.		Bou Measur	indary rements	L	Contents n Square feet	Angual Rept,	Upset Price.
	т б	67.	r.w.	B.E.	. N.B.	B.W.		8	8
	ind i); 11	tcet	feet	feet	feet			
1	Kortoon Inland No. 1269,	Near Kow!oon Inland Lot	45'	45'	12 3'	120*	5,400	50	2,160

PUBLIC AUCTION.

MARTICULARS and CONDITIONS of 1. the letting by Public Auction Sale, to be held TO-MORROW (TUESDAY), the 9th day of April, 1912, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINIS-TERING THE GOVERNMENT, of One Lot of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT. Boundary Measurements. N.W. 5.E. N.E. S.W. fect feet feet feet 71' 71' 5,680 68 1,704

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The have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent.'s Wear, from a leading Anning Conton Japanese Manufacturer Supplying Foodbow the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out. HOOSAIN-ALI & Co., No. 14. Queen's Road Central,

Hongkong, 29th March, 1912,

BANKS

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Interest Allowed on Current Accounts Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912

AND

SHANGHAI

BANKING CORPORATION. PAID-UP CAPITAL **\$**15,000,000 RESERVE FUNDS:--

EXPONGKONG

STRRLING £1,500,000 at 2/---\$15,000,000 \$16,750,000 **\$31,750,000**

RESERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS. E. Shellin, Esq.—Chairman.

F. H. Armstrong, Esq., Deputy Chairman. Andrew Forbes, Esq. G. H. Medhurst, Esq G. Friesland, Esq. W.L. Pattenden, Esq C. S. Gabbay, Esq. Hon. Mr. C. H. Ross G. R. Laurenz, Esq. H. A. Siebs, Esq. F. Lieb, Esq.

> CHIEF MANAGER: Hongkong-N. J. STABB.

> > MANAGER:

Shanghai-H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER

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Hongkong-Interest Allowed. On Current Account at the rate of Two per cent. per annum on the Daily Balance. ON FIXED DEPOSITS.

For 3 months, 21 per cent. per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent, per Annum. N. J. STABB,

Chief Manager.

WM. DICKSON.

Hougkong, 21st February, 1912. THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHATER, 1853. HEAD OFFICE-London.

PAID UP CAPITAL£1,200,000 Reserve Fund... ... £1,650,000 RESERVE LIABILITY OF PRO-PRIETORS £1,200,000

FIXED DEPOSITS are received for 12 months at 4 per cent, per annum, and for shorter periods rates are quoted on application

Manager. Hongkong, 29th March, 1912. THE MERCANTILE BANK OF INDIA, LIMITED.

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LONDON, E.C. BRANCHES: Galle. Bombay. Calcutta. Singapore. Howrah. Penang. Madras, Kota Bahru, Kelantan, Kusia Lumpur, F.M. 3 Karachi. Rangoon. Hongkong. Colombo. Shanghai.

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BANKERS: BANK OF ENGLAND. LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

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Manager

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL

Hongkong, 29th March, 1912.

Capital Subscribed (paid up) ... Yen 6,250,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Swatow Kobe -Tameni Nagaraki Tokyo Osaka Shanghai

HONGKONG OFFICE: 3. DES VŒUE ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911,

BANKS

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FITHE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. TION. Rules may be obtained on application INTEREST on deposits is allowed at 35 per cent. per annum.

SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent, per annum. For the Hongkong and Shanghar BANKING CORPORATION.

N. J STABB. Chief Manager. Hongkong, 24th January, 1911

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama. HEAD OFFICE: 60, Wall Street, New York; LONDON OFFICE: 36, Bishopegate, E.C.

> Bombay Manila Calcutta Canton Mexico Panama Colon Peking . Ban Francisco Empire Shanghai Hongkong Yokohama

CAPITAL AND RESERVE ... 86,800,000 about £1,400,000 EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURBENT ACCOUNTS opened on the usual

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascer-tained on application.
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TANCES made. LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the

PURCHASE and SALE of Stocks and Shares effected. The Officers of the Bank are bound not disclose the transactions of any of its customers

COMMERCIAL LETTERS OF CREDIT

Hongkong, 23rd March, 1912. TTEDERLANDSCH-INDISCHE HANDELSBANK.

9, Queen's Road,

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Reserve Fund Fl. 3,252,157,01 (£271,013) HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

SWISS BANKVERBIN. BRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange business, receives money In Current Account at the rate of 2 per cent. per annum on Daily balances and accepts fixed Deposits at the following rates:-12 months 4% per annum.

C. WOLDRINGH, Manager, No. 8, Des Voux Road Central. Hongkong, 15+1 August, 1909.

FOR SALE

FOR SALE. ERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to-C. SCHRÖTER, Care of Messrs. GARRELS, BORNER & Co., King's Buildings, IIIrd.

66 FINOR CREST," No. 8, The PMAR. with Tennis Court. Commanding a magnificent view of the Harbour and Adjacen Islands.

AS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. WILL increase ordinary lighting power by 25 per cent. without extra cost.

MANAGER. "Hongkong Daily Press" Office. Hongkong, 13th March, 1912

BROWN, JONES & Co.

TTALIAN MARBLE FIGURES.

CROSSES and HEADSTONES. BLACK, RED and GREY GRANITE MEMORIALS in Stook. WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., 41, Morrison Hill Road.

Hongkong, 18th October 1911.

GRACA & CO. Dealers in POSTAGE STAMPS,

PICTORIAL POST CARDS FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS AND CIGARETIES HONGRONG HOTEL BUILDING, PEDDER STREET HONGKONG.

NOTIOE.

FROM EUROPE.

"C. FERD. LABISZ," Co., Ltd., whence delivery may be obtained

to the contrary be given To-DAY. All Claims must be presented within ten days

any case whatever. This Steamer brings on Cargo: Er s.s. "Germania" from Gothenburg. HAMBURG-AMERIKA LINIE,

IMPERIAL GERMAN MAIL LINE.

"KLEIST.

BEFORE NOON TO-DAY requesting it to belanded here. No Claims will be admitted after the Goods

No Fire Insurance will be effected.

Hongkong, 5th April, 1912.

BUSINESS TO-DAY (MONDAY), the 8th Steamship lines in the Far East.

NOTICE IS HEREBY GIVEN that FOR RETAIL STORE, YOUNG MAN, all FIRE INSURANCE OFFICES

A. R. LOWE, Secretary. Hongkong, 4th April, 1912.

NOTICE. HONGKONG DISPENSARY.

and DES VŒUX ROAD. NOTICE.

LIGHTERAGE.

FITHE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River

65 "

EIGHT TYPEWRITERS.

GEO. P. LAMMERT,

Corner of Zetland Street, Hongkong.

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Depositors may transfer at their option balance \$100 or more to the Honggong and

BRANCHES:-

GEORGE HOGG, Manager.

Authorised Capital Fl. 15,000,000 (£1,250,000) up Capital Fl. 12,401,050 (£1,033,421)

LONDON BANKERS THE WILLIAMS DEACONS BANK.

FOR SALE, With or Without Furniture.

Hongkong, 10th July, 1911.

Apply-

Hongkong, 7th March, 1912. FOR SALE.

LINSTEAD & DAVIS.

3rd floor, Alexandra Buildings

Apply--

IDEAL DRINK FOR

SUMMER.



SUNPILSENER BEER.

SOLE AGENTS-

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.



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This vat was started by the late Robert Thorn of Greencok and has been sold as No. 4 since 1831

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HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.



These tiny Capsules — superior to Copaiba, Cubebs, and Injections -- CURE the same diseases as these drugs in

FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name. Paris, 8, rue Vivienne Sold by all Chemists.

SELF OURE NO FICTION .-THE NEW FRENCH REMEDY. THERAPION (1983)
in a remarkably short time, often a few days of the Cures discharges (either sex) appeareding injections THERAPION NO. 2
Cares blood poison, bad legs, ulcers, sores, painful
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Cures chronic weakness, jost vigor and vital force.

Rither Number Therapion & all self treatment
directions enclosed, of chemists or post free 3/- from
The Le C'ow Medicine Co. Haverstock Rd., Hampstead, London, Hog. Try New Dragoe (Tasteless)
Form of Therapion, easy to take, rafe, lasting cure.
Trade Marked word THERAPION is on
Britis Govt. Stamp affixed to every genuinopacket. THERAPION X

THE DERBY.

THE AMERICAN COMPETITOR. The following New York dispatch dated March 2nd appears in the San Francisco

March 2nd appears in the San Francisco papers:

William K. Vanderbilt is preparing for his annual trip to France, where for the last fifteen years he has maintained a large and costly breeding and racing establishment. His success in that period, especially during the last eight years, has been phenomenal. His horses have won every notable prize on the French turf. The far-famed Grand Prix, worth to the winner \$70,000, has been won by one of his colts, while the French Dorby has also been taken more than once by horses running in his colours, white, black hoops on sleeves—which are better known there than were James R. Keene's or H. P. Whitmey's here. But there is one noted turf trophy that has thus far escaped him—the Epsom Derby, a race which is the natural goal of every turf-man in the world. Four years ago Mr. Vanderbilt'es See Sicks a first-class performer in France, was sent across the Channel to run in the Derby, but he was beaten, and the race went to the 100-to-1 chance, Signorinetta, the property of the Italian Chaveliar Ginistralii whe had been racing the late ratio of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Ginistralii whe had been racing the late of the Italian Chaveliar Gin Signorinetta, the property of the Italian Chevalier Ginistrelli, who had been racing in England for twenty-five years.

This year, however, even the most parti-san of English turf critics admit that the famous stakes may be won by Mr. Vander-bilt with his chestnut colt, Montrose II., a son of his famous horse Maintenon, who in his very first year at the stud has begot what is conceded to be the best colt in France and possibly better than any English rival. When a yearling, Montrose II.
was purchased by Mr. Vanderbilt's
trainer, William Duke, at a sale at Deauville, in 1910, for \$13,000. He was bred
by Mms. Lemaire de Villiers. During the
season of 1911 Montrose II. won six out
of nine races, and when he was beaten in one of his best efforts he was conceding seventeen pounds to the winners. Without doubt he is the most valued of all the fifty-five horses Mr. Vanderbilt has in training at St. Louis de Poissy.

Montrose II. is in the skilful hands of

an American, William Duke, who for the last eight years has been training for Mr. Vanderbilt. All the greatest triumphs of the French turf have been won by Mr. Vanderbilt since Duke took charge of the

The Epsom Derby, which has only about forty per cent. the value of the Grand Prix, is so hedged about with sentiment as to make it the object of every horseman's ambition the world over.

Mr. Vanderbilt's horses are ridden by an American, Frank O'Neil, a boy who graduated from the hard school of an unsentimental, mercenary turf, was brought to New York by Newton Bennington, a turfman of a few years back, and scon became one of the most successful jockeys of the day. O'Neil goes to England occasionally to ride for Mr. Duryea, when that well-known American turiman starts a

horse in a classic. The chief opponents of Mr. Vanderbilt's colt for the Derby are expected to be Lomond, White Star and Absurd. Mr. LONDON W

BY SPECIAL APPOINTMENT TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

LORDS AMERICAN - Dream Galls of Colt Sweeper II.

(by Broomstick out of Frank Gills' dam,
Ravello), is engaged also, but his most ardent friends scarely dare hope that he can win the Derby. They think he has, however, a capital chance in the Two
Thousand Guineas, which is run a month before the Derby, and which is half a mile less in distance. But, as Mr. Belmont found out when his colt, Norman II., was unplaced in the Derby of 1908, after he had won the Two Thousand Guineas, some had won the Two Thousand Guineas, some horses are not ready for the earlier race and are very much fitter for the Derby. It does not, of course, follow either that the Derby winner is the best of the year, as the case of Minoru and Bayardo illustrate, but, nevertheless, the name of the man who wins the great Epsom classic is immortalized, and that is sufficient compensation for any extraordinary effort.

> BHIPPING CASUALTIES IN THE LAST TWENTY YEARS.

BOARD OF TRADE RETURN.

Abstracts of the returns made to the Board of Trade of shipping casualties for the year ended June 30, 1911, were issued last month as a Blue-book [Cd. 6093].

The total number of casualties reported to the Board of Trade and tabulated was 8,507, representing 6,796,029 tons. For the previous year the total number was 9,715. The total number of lives lost was 4,432, as compared with 4,375. The total number of sea casualties to vessels belonging to the United Kingdom, as distinguished from casualties in rivers and harbours, was 4,421, which was less than the total

number in any of the previous 19 years. The number of total losses and serious casualties together was 1,381, which was 122 less than in 1909-10, 158 less than in 1908-9, and 327 less than in 1907-8. The number of total losses was 288 and the total net tonnage 137,660 tons, being 108 less in number, and 17,713 tons less in net tonnage than the averages (396 vessels

and 155,373 tons) for the past 20 years. It is shown that 7,914 vessels (3,107,468 tons net) of all descriptions belonging to the United Kingdom were totally lost at sea during the past 20 years. The losses of sailing vessels fell from an average of 276 yessels (58,094 tons net) for the past 20 years to an actual loss of 172 vessels (34,973 tons net) in 1910-11, the figures for sailing vessels being lower as regards number than in any of the previous 19 years and lower as regards tonnage than in any of those years, except the years 1907-8 and 1909-10. The losses of steam vessels were 116 (102,687 tons net), while the average of losses for the past 20 years was

120 vessels (97,270 tons net). From a table it appears that during the past 20 years 3,866 wrecks and casualties to ships belonging to the United Kingdom were attended with fatal results to 21,700 persons, of whom 18,004 were members of the crews and 3,705 were passengers, pilots, or other persons not on the articles

of agreement of the vessels. The total number of sea casualties which were reported in 1910-11 to have occurred to British vessels was 4.997, the number of total losses being 489 (162,459 tons net). The loss of life by sea casualties to British vessels in 1910-11 was 971, against 1,128 in 1909-10 and 1,428 in 1908-9. The number of missing British vessels in 1910-11 was 29, against 21 in 1909-10 and 17 in 1908-9.

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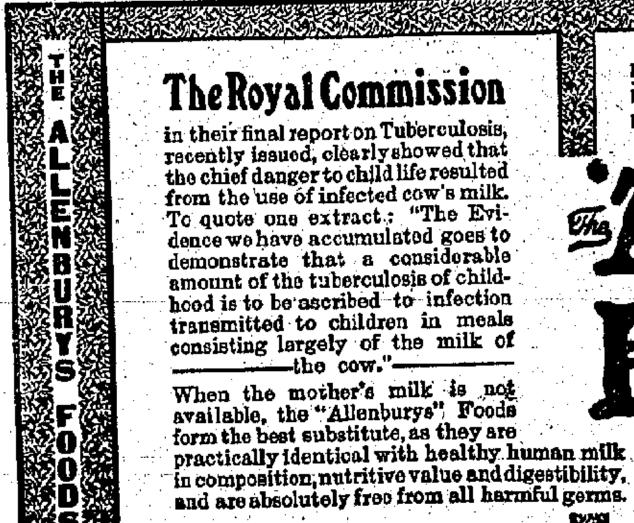
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promote sound sleep, ensure vigorous health and development, and represent the most successful method of Infant Feeding ever devised.

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THE MAXIMUM DIMENSIONS OF SHIPS.

BY SIR WILLIAM H. WHITE, R.C.B., F.R.S., D.SC., LL.D.

It is a fact worth noting that ships of the maximum dimensions now built or building are not easily accommodated or moved in the largest docks and harbours. The vessels are wonderfully handy, as all who have seen the Lusitania and Mauretania approach or leave the docks at New York or the landing-stage at Liverpool will agree; but they necessarily require large spaces for their manœuvres because they are so long and heavy, and in the busy waters of their terminal ports caution is required. It has been stated recently that the provision of suitable docks at New York for the latest Transatlantic liners will involve an encroachment on the fairway of the Hudson River which may prove disadvantageous to the general traffic of the port. Whether or not this statement is well founded, the general truth of the foregoing remark will be admitted. Ships of 900ft. to 1,000ft. in length, weighing 40,000 tons when deep laden, are not easily dealt with especially when moving in restricted spaces and in tideways, wherein other vessels are under way, and they themselves must necessarily move at low speeds. In many ports also the great draughts of water of the ships impose considerable restrictions on the water area which they can utilise with safety to themselves. Even in the terminal ports of the Transatlantic steamers difficulties are necessarily experienced, and although they have been overcome so far, they must be accentuated by any further increase of size.

For cargo steamers and warships no such fixed conditions or terminal ports exist. The former class are built to seek cargoes everywhere, and to deliver them wherever desired. Consequently, experience has led to the adoption of relatively moderate dimensions and draught of water, in order that their possible field of operations may be extended widely.

Warships are designed to operate from special bases, but they must find great advantage from being able to enter and utilise other harbours or sheltered waters where the depth of water is moderate. It is desirable also that they should be capable of proceeding to any place where an enemy can be found, and thus enlarge to the utmost their field of operations. Moderate draught of water is therefore an important feature of warship design, and the tendency in recent years to a considerable increase in the deep-load draughts of warships is, from this point of view, objectionable. As above stated, the "sinkage" of modern warships-from normal to deep-load draught is frequently 4ft. to 5ft.; and although this fact may be ignored in statistical returns, it must seriously affect the practical working of action of the vessels in war In respect of draught of water, the United States Navy formerly favoured shallowness-indeed, insisted upon it -although naval architects did not fail to point out the penalising influence of that restriction. It will be interesting to be told why this remarkable change of attitude has been made. It is notorious that some of the most recent capital ships added to war fleets cannot, when fully laden, find shelter in harbours which have been built primarily and at great cost to serve as naval bases, and they cannot be placed in many existing dry docks, in case of injury in action, because of their considerable load draughts. It will not be of speed on long-ocean passages. disputed that one essential factor in framfleet should be the consideration of the harbour and docking accommodation which will be available, in case of war, for the reception and repair of the largest vessels. For warships as well as for merchant ships expenditure on ships and armaments must be considered concurrently-with-that on harbours and docks. and in every well-devised programme the two things must be dealt with concurrently. This is a truism, no doubt; but past events prove that it may none the less | Iv during the last forty years. In 1874 a be neglected in the excitement of a race | 15-knot steamer cost £200,000; in 1889 a to produce the "biggest warships," each 20-knot steamer cost £375,000; in 1893 at carrying the greatest number of the heavi- 22-knot steamer cost about £550,000; in est guns.

certain advantages to be obtained outside | £700,000; four years later a 23-knot the fundamental gains of economy in sea steamer, of about the same dimensions transport or increased speed. Amongst as the Oceanic, cost £800,000. For later these advantages are: (a) Maintenance ships authoritative figures have not been of speed at sea in rough weather, and in published, but certain statements indicate creased uniformity of service between ter- approximately the sums which have been minal ports; (b) greater steadiness and spent upon them. The British Governgood behaviour in rough water, and in- ment granted to the Cunard Company a creased comfort for passengers, if naval loan of £2,600,000 towards the construcarchitects are left free to utilise fully the | tion of the Lusitunia and Mauretania, | R greater size of ships. " Not infrequently and it is understood that the actual cost T they do not enjoy such freedom, because of the two vessels exceeded that amount. A the conditions laid down impose limita- The outlay on the Olympic has been put v tions on their choice of dimensions and at about £1,500,000 by men who had exact proportions. (c) Better and more spacious knowledge of what she has cost. The W accommodation for large numbers of pas- Hamburg-American and Cunard steam- F sengers. (d) The attraction which many ships now building would, on this basis, passengers have toward the "biggest represent an expenditure of about ships afloat."

ing the first and second of these supple- | the policy of these three steamship commentary gains due to larger size in pas- panies have reached the conclusion that senger steamships.

storms is obviously affected by the re- advantageous to the owners and lead to lative dimensions of ships and waves. increased revenue. Storm waves in the Atlantic Ocean and It is not my purpose to attempt even the facts on which that opinion is based.

The Mauretania has averaged for a whole year, on thirty consecutive passages-15 voyages-westward and castward, in all weathers and under varying and uncontrollable conditions of service, a mean speed of 25.5 knots. The highest mean speed going west was 26.06 knots coming east it was 25.89 knots; the lowest mean speed was 24.92 knots in both directions. This regularity of performance has been repeated during service in two following years, the average mean speed being 25.25 knots and 25.1 knots respectively In the series of passages made between February and August this year, the total number of revolutions of the screws during each passage varied only 2 per cent. above or below the number of revolutions per passage deduced from an average for all the passages. These figures may be left to speak for themselves. A closer approach to regularity of performance on the Transatlantic service can hardly be realised, whatever may be the sizes of the ships employed. Experience proves also that in the

Cunarders the limit of speed at which can be safely driven in heavy seas is not fixed by their size, engine power, or general structural strength, but by considerations of the serious damage which might be done to present. fittings and navigational appliances, as well as to the officers and crews employed in navigating the ships, and of the safety of passengers if the ships were driven at high speed against heavy seas. No prudent commanding officer is likely to incur unnecessary risks in these directions; and so there comes a time when the vessels are not driven at full speed against heavy seas, but are slowed down until the weather moderates. This will always remain true whatever the sizes of ships may be. In regard to steadiness in a seaway,

long experience has shown that ships of less size may be more free from heavy rolling in a seaway than much larger ships if the latter are endowed with greater stiffness, and, consequently, move more quickly when rolling. Speaking on the basis of numerous personal observations made on ocean voyages, I can testify that this is the fact both for merchant ships and for warships. In recent years increase in the proportion of breadth to draught of water has tended to shorten periods of oscillation. No doubt in modern passenger steamers the lofty superstructures tend to raise the centre of gravity, and so to diminish stiffness and lengthen periods of oscillation. The increased breadth of ships has also tended to lessen the "effective wave-slope," and so to diminish rolling. Apart from detniled calculation, no exact knowledge can be reached respecting the probable behaviour and period of oscillation for a new ship, but that fact in no way contradicts the general statement made above, that large dimensions are not necessary to secure moderate rolling and easy motion. In modern warships of the largest types, as I pointed out in the paper read last year to this society, the periods of rolling oscillation are actually less than the corresponding periods for smaller ships which preceded them; and it is certain that, as a result, the larger shins must prove less steady gun platforms than their predecessors under the influence of ocean storm waves, such as are frequently encountered. In view of the foregoing statements it

becomes apparent that larger dimensions are not essential to good behaviours at sea, and that increase in length and weight beyond the Mauretania is not necessary in order to secure maintenance would appear, therefore, that the main ing a shipbuilding programme for any war determining factor in regard to maximum THE SAME TO-DAY AS IN dimensions for future mercantile vessels must be found on the commercial side, and not on the technical. If ships cannot be made to pay dividends on the capital sums invested in them-after meeting working expenses and cost of upkeep, and making due allowance for insurance and depreciation—they are not likely to be built.

The first cost of Transatlantic passenger steamers has been increased enormous-1899 the Occanic, of 20.75 knots, with Enlarged dimensions, of course, enable relatively good cargo capacity, cost £1,750,000 per ship. There can be no A few remarks may be added respect- doubt that experienced men who guide even such huge expenditure as these Maintenance of speed in rough seas and | figures indicate will, on the whole, prove

elsewhere attain certain maximum dimen- roughest estimate of carnings or working The observations of Dr. Scoresby, expenses for the new vessels. On the Lieut. Paris, and others have enabled us other hand, it may be well to call attento accumulate a great body of informa- tion to certain facts and opinions which tion respecting the sizes and speeds of are already public property, and which ocean waves, and more than 30 years ago bear on the subject. In 1902 a Committee I brought these facts together in the appointed by the British Government to "Manual of Naval Architecture." Cer- consider and report on the employment of tain additions to our knowledge of wave mercantile cruisers, and the subsidies prophenomena have been made since that per to be paid for the services of such date, but the main facts remain substan- ships, expressed the opinion that comtially as I stated them in 1877 for the mercial companies would require to be information and guidance of naval architects. Ocean waves have not grown in ships in order to make good "the loss size because larger ships have been built, which would be sustained in peace time and obviously there must be an upper for running such vessels." For ships limit of size, beyond which, so far as having a sea speed of 25 knots the Commaintenance of speed is concerned, furmittee considered that the annual subsidy ther increase in the dimensions of ships ought to be 15 per cent. of the first cost; will have little or no effect upon regularity for 23-knot vessels, 8.6 per cent.; for 20of performance of service between ter- knot vessels, 2.6 per cent. The essential FOTICE TO KOWLOON RESIDENTS minal ports. I have previously recorded point in this recommendation was that my opinion that this upper limit of size extremely fast vessels could not be work- XTRA COPIES of Daily Press are on has been reached for the Transatlantic ed without loss, and that if they were to Extra Sale daily at the following. Stores: service in the Mauretania and her sister be made available for use as auxiliary KOWLOON BOOK STALL Remy Wharf ship, and I will now briefly state certain cruisers in war annual subsidies should Messes. HUNG CHEONG, Haipbong Road

INTIMATION



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18 THA

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Coal.—Toyo Kisen Kaisha.

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mato, 25th March-Moji 20th March,

kawa, 3rd April-Swatow 2nd April,

Gathemann, 2nd April-Saigon 29th

B.C. 7th March, General.—Canada

Kumawachi, 3rd April-Moji 28th

March, Coal.-Mitsu Bishi Goshi

1st April-Shanghai 29th March, Gen-

Bechard, 1st April-Shanghai and

Swatow 31st March, General.-Jar-

2nd April-Calcutta 17th March,

3rd April-Shanghai 31st March,

Ota, 3rd April-Milke 27th March,

Ulderup, 4th April-Haiphong 2nd

General.-Jardine, Matheson & Co.

LINAN, British str., 1,357, G. C. Williams,

General.—Butterfield & Swire.

Coal.-Mitsui Bussan Kaisha.

MATHALDE, German str., 891, A.

March. General.—Jebsen & Co.

Rice and General.-Chinese.

Butterfield & Swire.

Nippon Yusen Kaisha.

Swire.

eral,-Toyo Kisen Kaisha.

PHEUMPENH, British str., 1,060, Jas. H.

Pinosuev, British str., 4,148, 1st April Bingapore 26th March, General

1st April-Shanghai 29th Man

March, Flour, Fish and General .-

Smith, 30th March-San Francisco

28th Feb., Flour, Provisions and Gen-

2nd April-San Francisco 5th March,

2nd April-Haiphong and Hoihow

31st March, General.-Butterfield &

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO, /IA HONOLULU,

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inst., afternoon, will be subject to rent and

All chafed and otherwise damaged Cargo to be

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K. MATSDA,

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Hongkong, 1st April, 1912.

be taken from Company's Godown.

Cargo remaining undelivered on WEDNESDAY,

Cargo from alongside.

landing charges.

same to be arranged.

SHINYO MARU, British str., 7,223, H. S.

SIBERIA, American str., 5,655, A. Leeder,

Mails and General-P.M. S.S. Co.

SANUKI MARU, Japanese str., 3,789, J. Consul & Mrs Leiria

Tenanoka, 2nd April-Seattle 27th Mr & Mrs Lemaire

Hamburg-Amerika Linie.

HANOI, French str., 739, F. Bouhier, 4th

Kwongsang, British str., 1,428, W. F.

March, Rice.—Butterfield & Swire.

EMPRESS OF INDIA, British str., 3,942, E.

FUKURA MARU, Japanese str., 1,946,

General.—Osaka Shosen Kaisha.

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They contain every merit that the Remington has always had, and every merit that any writing machine has ever had. They contain, in addition, new and fundamental improvements that no typewriter has over had; among them the FIRST COLUMN SELECIOR, the FIRST BUILT-IN TABULATOR and the FIRST, KEY-SET TABULATOR. These improvements are the latest contributions to typewriter progress, and they are Remington contributions - every one. The Remington, the original pioneer in the typewriter field, is the present day pioneer in

all new developments of the writing machine. REMINGTONS.

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be paid. National sentiment was strongy in favour of recovering ownership of the swiftest ocean steamships for Great Britain. Parliament approved that action; an agreement was made with the Buyo Maru, Japanese str., 3,242, Hashi-Cunard Company to build the Lusitania and Mauretania; an annual subsidy of £150,000 was arranged, and the loan Daidi Maru, Japanese str., 846, Someabove-mentioned was granted at 21 per cent., to be repaid in 20 years. Only the owners of these two vessels can know Devawongse, German str., 1.057. whether or not they have earned dividends, and it is their concern alone. It is noteworthy, however, that no attempt has yet been made to surpass these vessels in



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WHISKY.

UNVARIED FOR OVER YEARS. 150

1745.

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HONGKONG METEOROLUGICAL REGISTER.

Handlong Observatory April 7th

	Previous Day at 2 p.m.	at	On Pote at 2 p.m.	
arometer	30.10 65	30.03 61 -56	30.05 65 -70	
Vind Direction Forceti	East 3	East 5	East 4	
Veather	•	0.00	0	

HONGKONG TIDE TABLE. From 8th to 14th April, 1912.

LOW WATER

HIGH WATER.

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Singapore, March 21st, 1912. [MESSES, LYADE AND EVATES LIGH] None Value 20 Allegar ... Options £1 Anglo-Java 1 Anglo-Johore ... 2s Anglo-Moley £1 Angle-Sumatra 1 Aver Kuning 2s Batang, Malaka El Batu Caves 1 Batu Tiga 1 Beaufort Borneo 1 Bukit Kajang 1 Bakit Lintang 2s Bukit Mertajam ... 2s8 2458 £1 Bukit Rajah ... 2s Bukit Selangor 1s9 pd. 103 dis. -s6 dis 2s Bukit Sembawang ... 1s7 1s8 £1 Carey United 10s pd. ... 3s6 7s6 pm. 1 Castlefield 10683 11683 2s Chersonese options... 24 Chimpul 2s Chota 2s Cicely Ord. Pref 2s Consolidated Malay £1 Damansara 1 Dennistown 2a Edinburgh £1 Federated Selangor ... 170s 2s Galang Besar 5s6 £1 Golconda 1 Golden Hope 73s9. 82s6 1 Hajoep 1 Harpenden 160s 2s Heawood ... £1 Highlands & Lowlands 82s 1 Inch Kenneth 162s6 2s Jasia £1 Johore R. Lands 10s-rd. 7s6 1 Jura ... 2s Kampong Kwantang ... 9:9 2s Knmuning 5s5 £1 Kapar Para 1 Kepitigalla ... 122s6 1 Kepong 2s Kombok f.pd. ... 2s Kota Tinggi ... £1 Kuala Lumpur 2s Labu (F.M.S.) £1 Lanadron 5786 1 Lodbury f.pd.... ... 32s6 ,, 17s6 pd. 36s6 2s Linggi Ord. 11s11 2s London Asistic . 3183 Li Lumut 1 Malacca 73% Prof. ... 26786 2858 1 Malayalam 2s Merlimau Options ... £1 Mount Austin 1 N/Hummock 19s pd. 2s Padang Jawa 2s71 4283 2s Pataling ... 2s Pelepah 2s Perak £1 Permas 2s Port Dickson Lukut f.p. 187 2s Port Dickson Lukut so pd. s3 dis. s11 pm 1 Rembia Pref. 1 R. Est of Johore 15s pd. 35s 2s R. Est of Krian £1 R. Invest Trust 10s pd. 14s1 pm. 15s10 pm 1 Sagga 192s6 1 Sapong ... 1 Seafield 2e Selangor 43s6 £1 Sendayan ... 36s3 1 Seremban... ... 1 Shelford 41s3 54s6 1 Sinlang 2s Singapore Para 383 2s Singapore United 2s Straits S. Bertam ... 4s10 5s5 x.d. 96s3 £1 Straits Rubber 2s Sumatra Para £1 Sungei Buaya ... 3389. 4183 1 Sungei Choh 6286 2s Sungei Kapar 118 £1 Sungei Krian Pref. ... 2683 75s 1 Sungei Salak 100s 107s6 1 Sungei Way 1 Tanjong Malim 12s6 pd. par 2s pm. 1 Tangkah Pref. ... 486 1 Tebrau 6786 103s9 111s3 1 Tremelbye ... 110s 117s6 1 United Serdang 1 United Sua Betong 22s 2s United Sumatra Bs11 8s101 2s United Temisang 1s6 pd. s6 dis. s3 dis. 28 Val d' Or... ... 1811 2s Vallambrosa 27s7½ 29s4½ 2s Yam Seng 8s1½ 9s1½ \$1 Alor Gajah \$1.82½ 1.90 10 Aver Hitam ... 1 Ayer Kuning ... 1 Ayer Molek 2.60 2.70 5 Ayer Panas ... 6.50 6.75 1 Balgownie 8.50 8.75 10 Bukit Timah ... 1 Bukit K. B. 0.85 0.90 10 Changkat Serdang... £1 Duff 7.25 \$1 Glenealy 1.45 1.50 5 Haytor 10 Henrietta, 39 pd. ... 1.50 dis.1.00dis. 10 Indragiri 5.80 1 Jimsh 0,40 0.45 5 Kelemak, 3450 pd. ... 2.601is.2,40dis. 5 Kempas 5 Lunas 1 Malaks Pinda..... 0.85 1.00 2 Malakoff 5 Mantin, \$4.25 pd. ... 5 Mergui ... 1.50 2 New Serendah ... 2.50 5 New Singapore 4.60 1 Nyslas 0.32 12.50 12.75 c,d} 5 Paiam ... 1.171 1.221 1 Pantai 10 Pulau Bulang, \$3.00 pd, 1.75 1.50 dis. 1 Punggor... ... 0.50 0.60 5 Radella 11.00 2 Sandycroft 16.00 16.50 Singapore & Johore ... 12.00 12.25xd. Sungei Bagan ... 1.10 10 St. Helena Tantiniak ... 0.80 Teluk Anson 5.20 2 Trafalgar 0.80 Ulu Pandau 0.70 1 United Malacca ... 0.85 Rs.50 Jebong ...

> "WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Series of Articles contributed to the "Hongroug Daily "insa" by "Bportsman," reproduced in book form .

PRICE ONE DOLLAR. Hongkong, 29th October, 1910

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A HOLIDAY AT HOME. AND A WAY TO GET THERE THAT'S A HOLIDAY.

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of cateror of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including borth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Steamers.	Tons	Star	rting	_	1912	
SIBERIA 18,000	,,	100	p ·	TUESDAY,	16th April.	st 1 P.M.
• CHINA10,200			1)	TUESDAY,	23rd April,	at 1 P.M.
MANCBURIA 27,000	l . 🧰	4.0	11	TUESDAY.	30th April,	at 1 P.M.
• NILE	1 11		**		14th May,	at 1 P.M.
MONGOLTA27,000	, ,		91.	TUËSDAY,	21st May,	at I P.M.
• PERSTA 9,000	, ,,,	141		TUESDAY,	11th June,	at I P.M.
KOREA18,000	, v.	'	.,	TUESDAY,	18th June,	at 1 P.M.
SIBERIA18,000	11	'	,,	TUESDAY,	2nd July,	st 1 P.M.
• Intermediate Steamers.	· · .		1		· -!	
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LET US PLAN AN ITMERARY FOR YOU.

Kings Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER. **B.C.**.

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PORTLAND VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF ADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.).		
	RYGJA 18th April.		

To be followed by other Steamers of the Company at egular intervals. Calling at AMOY and KEELUNG if sufficient uducement offers

The BANK LINE Steamers are of the Newest Design, cave most Commodious Accommodation, and are fitted with Electric Light and Wiroless Tolography.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to-

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ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

Begular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA. PROPOSED SAILINGS

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal). EAST LONDON, PORT ELIZABETH and JAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE. PROPOSED SAILINGS.

FROM HONGEONG: 27th April,

FROM COLOMBO: S.S. "MINERIC" 11th May.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

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SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION O. LTD.

HONGKONG-CANTON LINE.

5 p.m. "FATSHAN."

HONGKONG TO CANTON. CANTON TO HONGKON & MONDAY, 8TH APRIL, 1912. 8 a.m. "HONAM." 8 a.m. "HEUNGSHAN." 10 p.m. "KINSHAN."

TUESDAY, 9TH APERL, 1912. 8 a.m. "REUNGSHAN." 8 a.m. "HONAM." 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651, 8.8. "SUI AN." Tons 1651. HONGKONG TO MACAO. Week days at 8 s.m. and 2 p.m. from the Company's Wing Lok Street Wharf,

Bundays at 9 a.m. and 12.30 p.m., from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH APRIL The Company's Steamship

"SUI AN." Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons, Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT BERVICE OF THE HONGKONG, CANTON AND MACAO STEAMFOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or wice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

YO KISEN KAISHA TRANS-PACIFIC



WESTERN PACIFIC

DENVIER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyers-20 Knots Speed. S.S. TENYO MARU... ... 21,000 tons. S.S. CHIYO MARU... ... 21,000 tons. S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.) HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route-Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Deaver and Rio Grande Railways to Chicago via Salt Lake City and Deaver WITHOUT CHANGE. Through Standard Sleepers.

Through Tourists' Sleepers, Dining Cars-Observation Cars. Electric Lights-Electric Fans, Union Depots.

New lands, cities and scenes-hundred of miles through the gorgeous scenery of the Sierras-Feather River Canon-and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatientic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 526. C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17. WATER STREET, YOKOHAMA. AND KING'S BUILDING, HONGKONG"

 Втвам витр	Tons	CAPTAIN	FOR	SAILING DATY
RUBI	4000	3. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Apr., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Thoilo and Cebu	On 20th Apr., 4 p.m.
For Freight or I Hongkong, 2nd				General Managers, 8 8.S. Co. 13

THE EASTERN & AUSTRALIAN The N.Y.K. str. Hakata Maru (Bombay port via Manila on the 27th March, and is expected here on the 8th April. The N.Y.K. str. Hakata Maru (Bombay port via Manila on the 27th March, and is expected here on the 8th April. The N.Y.K str. Miyazaki Maru (Euro-STEAMSHIP CO., LTD.

MAJL SERVICE TO AUSTRALIA.

•	CHEDULE MODIFICATION).	
Stramers	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		Sat., 27th April, Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.

JAVA-CHINA-JAPAN LIJN REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN. EXPROTED STHAMER FROM WILL LEAVE FOR ON OR ABOUT ON OR TUOEA TJILIWONG JAVA JAPAN. Second half of TJIPANAS.. March. AMOY Second half of JAVA Second half of March. March. TJILATJAP. JAVA SHANGHAI second half of First half of March. TJIMANOEK April, JAVA First half of JAPAN First half of April. TJIBODAS... April. SHANGHAI First half of JAVA First half of TJITAROEM April. First half of JAPAN First half of JAVA TJIMAHI April. JAVA Second half of JAVA Second half of April.

The Steamers are all fitted throughout with Electric Light and have accommedation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. Hongkong, 27th March, 1912. JAVA-OHINA-JAPAN LIJN. Telephone No. 375.

SWEDISH EAST ASIATIC GOTHENBURG.

PROIOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION DATE OF BAILINGS. SHANGHAI, YOKOHAMA, "PEKING" 6,500 On 25th April. KOBE and MOJI "CEYLON" ... 9,000 About 10th May. For Freight and Further Particulars, apply to TELEPHONE No. 171. ARTHUR NILSSON & CO. YORK BUILDINGS, TOP FLOOR

NORDDEUTSCHER LLOYD. IMPERIAL GERMAN LINES.

STEA WARS NAPLES, GENOA, ALGIERS, " LUETZOW." GIBRALTAR, SOUTHAMPTON, Capt. J. BORTFELDT. 17,300 { April, at Noon. ANTWERP and BREMEN ...

SHANGHAI, NAGASAKI, KOBE "PRINZ LUDURG," and YOKOHAMA Capt. F. O. Pinzen, 18,300 \ 18th April. MANILA, ANGAUR, YAP, "PRINZ WALDEMAR," NEWGUINEA, BRISBANE,

Capt. H. BREMER.

GENERAL AGENTS HONGKONG AND CHIN .

TO SAIL.

Wodnesday, 17th

Thursday, the

KOBE and YOKOHAMA Capt. L KLUGKIST. 30th April. "Borneo KUDAT and SANDAKAN

Capt. F. Sumbill, All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken. For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHERS & Co.,

Hongkong, 8th April, 1912

SYDNEY and MELBOUNE

THOS: COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Mice for the Far East: _ 16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED FOREIGN MONIES exchanged.

CHIEF OFFICE:-LUDGATE CIRCUS LONDON.E.C. VESSELS EXPECTED.

THE AMERICAN MAIL. The P.M. S.S. Co. str. China from San Francisco was dispatched from Yokohama on the 1st April en route to Hongkong, and is due to arrive at this port on the 8th April.

The P. M. S.S. Co.'s str. Manchuria sailed from San Francisco, on March 21st, en route to Hongkong, via Honelulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 21st. The T.K.K. str. Chiyo Maru with U.S.

mails, sailed from San Francisco on arrived at London on the 4th April Wednesday, the 27th ult., and is expected morning. to arrive here on April 23rd.

here on the 30th April. THE AUSTRALIAN MAIL.

lian Line) left Thursday Island on the evening. 28th March, for Manila and Hongkong, The N.Y.K. str. Kaga Mara (European and is due to arrive here on the 8th April. Line) left Shanghai on the 5th April, and THE INDIAN MAIL. The Apear str. Gregory Apear, from The G.N. str. Minnesota left Yokohama

Calcutta, left Singapore on Tuesday after- for this port via Manila on the 5th April, noon, and may be expected here on or and is expected here on the 19th April. about the 8th April. THE MERCHANTS STEAMERS.

The Seang Line str. Seangchoon left April, and is expected here on the 10th Rangoon on the 30th March, at p.m., for April. April, at p.m.

Canal on the 19th ult., and is due here Hongkong between 6 and 8 a.m. toon or about 20th April. The Swedish East Asiatic Co.'s str. Peking left Port Said on the 26th March, and is expected here on the 25th April. The T.K.K. str. Hongkong Maru will

on the 23rd May. The "Mogul" Line str. Lothian left Session 1911. United Kingdom on the 13th ult. for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD. Choysang, from Shanghai via Swatow, is due in Hongkong and Canton 8th

Fultala, from Rangoon, is due in Hongkong 12th April. BRITISH INDIA STEAM NAVIGATION CO., LTD.

Fultala, from Rangoon, is due in Hongkong 12th April. Wardha is expected to leave Moji for Hongkong 6th April.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str Socotra

The M.M. str. Ville de la Ciotat, with The P.M. S.S. str. Nile sailed from San | the French Mail of the 10th March and Francisco on the 3rd April, for Hongkong Mails from London of the 9th March, left via Honolulu, etc., and is due to arrive Saigon on Friday, the 5th inst., at 4 p.m., and is expected to arrive here on Monday, the 8th inst., at 10 a.m., leaving for Shang-The N.Y.K. str. Yawata Maru (Austra- hai, Kobe and Yokohama on the same

is expected here to-day.

The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this

Hongkong via Penang and Singapore, and The N.Y.K. str. Kumano Marn (Austrais expected to arrive here on the 12th lian Line) left Nagasaki on the 5th April, and is expected here to morrow.

The str. Glenstrae passed the Suez The P.M. str. China is due to arrive at

ON SALE.

n. be despatched from Callao on the 19th HONGKONG HANSARD REPORTS ult., for Hongkong, and is expected here of the MEETINGS of the LEGISLATIVE COUNCIL for the

REVISED BY THE MEMBERS. PRICE - - - \$5.

DAILY PRESS OFFICE. Hongkong, 6th March, 1912.

SHIPPING

ARRIVALS. C. FERD LAEISZ, German str., 3,158, B.

5th April-Singapore 29th March, General. - Hamburg-Amerika CHOWTAI, German str., 1,115, W. Reher,

5th April-Bangkok 29th March, Gen. eral. Butterfield & Swire. CHOYSANG, British str., 1,434, N. Courtney, 7th April-Shanghai 3rd April, General. -Jardine, Matheson & Co.

HAICHING, British str., 1,859, W. C. Passmore, 5th April-Swatow 4th April, General Douglas, Lapraik & Co. HAWKE, British cruiser, Selater, 5th April -Woosung 9th April.

Kleist, German str., 5,127, L. Maap, 5th April-Bremen 21st February, Mails and General.-Melchers & Co. KUEICHOW, British str., 1,215, Forsyth, 6th April-Tientsin 30th March, General.—Butterfield & Swire.

KWANGLEE, Chinese str., 1,468, J. Mc-Arthur, 7th April-Shanghai 4th April, General.-Chinese. PALAWAN, British str., 2,919, C. R. Longden, 7th April-London 24th Feb.,

General.-P. & O. S. N. Co. ALBANS, British str., 4,119, W. G. McArthur, 5th April-Australia 3rd April, Goneral.-Gibb, Livingston &

TAMING, British str., 1,350, G. H. Penne-father, 5th April-Manila 2nd April, General.-Butterfield & Swire. TJIMANOER, Dutch str., 5,626, A. W. Lea Rooy, 7th April-Java 31st March, General - Java-China-Japan Lijn. TZAIJO MARU, Japanese str., 208, T. Yamagachi, 6th April-Swatow 5th April, General. - Osaka Shosen

Kaisha. WUHU, British str., 1,227. H. T. Howard, 5th April-Tientsin 3rd April, Genéral.-Butterfield & Swire.

DEPARTURES.

April 5th.

ALDENHAM, British str., for Australia. CHILDAR, British str., for Canton. EMPIRE, Austrian str., for Australia. HALVANG, Eritish str., for Swatow. KLEIST, German str., for Yokohama. TINGSANG, British str., for Hongay. THEITJAP. Dutch str., for Mucassar.

April 6th. YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. St. Albans reports: Experienced fine weather throughout. The Chinese str., Kwanglee reports: Strong N.E. monsoon and rough sen during the passage.

The British str. Taming reports: Light to moderate N.N.E. breezes, smooth sea to Pratas: thence strong N.O. breeze, overcast, squally, heavy rain, high sea to arrival.

PASSENGERS. ARRIVED.

Per Kwanglee, from Shanghai, Mr. and Mrs. Campbell.

Per Tjimanock, from Java, Mr. Jume and Mrs. Meart.

Mrs. Bailey and Mrs. Beck. Per Taming, from Manila, for Hongkong, Mr. and Mrs. Cunningham, Messrs. E. S. Gorjas, D. W. De Poey, F. Dray, A. Boucan Yap, G. Fergnini, S. Stares, U. S.

Soriano.__ Per Palawan, for Hongkong, from London, Lieut. F. J. Wyley, Eng. Comdr. Roome, Mr. and Mrs. Windbrank and 2 children, Miss E. R. Kelsey, Staff-Q.M.S. and Mrs. Robinson and 3 children; from Colombo, Mr. P. H. Greig; from Singapore, Miss P. Nordhoff, Mr. A. H. Todd and Miss Greenhill.

Per St. Albans, for Hongkong, from Sydney, Mr. A. B. Potter, Mr. M. M'me Lamy, Mr. P. Pierre Flipo, Mr. P. V. Ryan, Mr. A. E. Ellis, Mr. and Mrs. Peter Britz, Mrs. L. King, Mr. P. Fawcett Story, Mrs. W. A. Dumeresq, Mr. G. S. Yuill and valet, Mr. and Mrs. J. H. Darby; from Cairns, Mr. P. J. Doyle; from Townsville, Mr. Syrines; from Port Darwin, Mr. Iliffe; from Manila, Mr. and Mrs. R. Salinas, Messrs. J. and R. Salinas, Misses Salinas (2), Mr. A. Hashim, Mr. A. A. Herchler, Mrs. C. F. Clark, Judge G. T. Trent; from Biffon,

Mr. Felix Pintadoy; from Brisbane, Mr.

Wright.

Per Kleist, for Hongkong, from Genoa, etc., Mr. and Mrs. F. E. Griffith, Mr. R. Germann, Mr. and Mrs. P. E. Young, Mr. L. Wiegand, Mr. F. W. Strohn, Count of Falheurch de, Dr. Bilfinger, Misses N. O. and F. R. Porter, Miss G. Claffs, Dr. Thunsur, Mrs. F. E. Lepricca, Mr. Donald Alvard and John, Mr. S. L. B. Aldworth, Mrs. Clark, Mr. A. Les Sturgeon, Mr. and Mrs. E. L. F. Hubbard, Miss Harry Corey, Mr. Jas. H. Clark, Dr. H. M. Gregor, Mrs. and Miss Ginjoolen, Miss von Bornemann, Dr. Schroder, Mr. and Mrs. Martin, Mr. and Mrs. Marshall P. Grold, Misses Aurelia and Louise Wyman, Commander and Mrs. F. S. Price, Mr. D. S. S. Douglas, Mr. Bertram Carr, Mr. F. Folds, Mr. W. W. Payne, Miss Caroline K. Lee, Miss Christnie Kuebler, Miss Virginia Lisle, Mr. Y. Thimsen, Mr. Y. Kretschmer, Mr. and Mrs. Y. Karl, Mr. Fr. Taylor, Mr. H. Wasitli, Mr. C. O. Schnitter, Miss Eva Uzelman, Mr. Robert Chainay and Mr. H. W. Adams,

DEPARTED. Per Kleist, for Shanghai, etc., Mr. W. S. Livingston, Mr. R. H. Koerner, Mr. and Mrs. J. D. Wheipley, Mr. and Mrs. R. Taylor, Mr. v. Blumenthal, Mr. C. Schmidt, Mrs. M. Franke, Mrs. O. Ichiwa, Mr. H. G. Parker, Mr. A. Hingsby, Mr O. Struchmeyer, V.r. Karapel, Mr. Praiss, Dr. W. Schmidt, Mr. W. G. Newton, Sir Bampfylde Fuller, Mr. and Mrs. C. B. Reher, Miss M. C. Reher, Mr. T. W. Taylor, Mr. Derville, Mr. P. Klimanek, Mr. O. Morgari, Mr. Twell, Mr. J. Almeida, Mr. Albers, Miss Maher, Mr. J. M. Maher, Mr. and Mrs. Cunningham, Mr. Robt. Chainye, Mr. U. Balis, Mr. Takahashi and Mr. M. Laukemnko.

AS LOADING. ADVERTISED VESSELS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Wour Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k, nearest Hraghong "h," midway between Hongkong and Kowloon " m." and those vessels berthed at the Kowloon Wharf " k.w." together with the number denoting the section.

1. From Green Island to the Harbour Mester's	2. From Harbour Ma	ster's to Blake	BECTION Pier 3	From Biske Pler to Na	val Yard. 4. From Naval Yard	io East Point
DESTINATION.	vessal'o pames.	PLAG & RIG	BERTF.	CAPTAIN.	FOR PRESENT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL "	DELTA	Brit. str		E. P. Martin, B.N.B	P. & O. S.N. Co	On 13th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORA, CO.	FINTSHIRE	D_4 -4-		W. R. Le Mare, R.N.R. G. C. Cundy	JARDINE MATHESON & Co., LD	On 10th May.
CONDON, ROTTERDAM & ANTWERP ROTTERDAM, HAMBURG & ANTWERP, &c ROTTERDAM, HAMBURG & ANTWERP, &c	U+ U - D 25 11 12 12 12 12 12 12 12 12 12 12 12 12	Ger. str	k. w.	Gronan Luening	HAMBURG-AMERIKA LINIB	On 5th May. On 31st May. On 11th inst.
HAVRE & HAMBURG	C FRED. LAEISZ	Ger. str	k. w.	Solmer	HAMBURG-AMERIKA LINIE	A. TALL Bran
MARSHILLES. LONDON & ANTWERP VIA BIRGARDAD, ON	SACHSEN	Ger. str.		Wagner	Nippon Yusen Kaisha Hamburg-Amerika Linie Hamburg-Amerika Linie	1
MARSEILLES, HAVEE & HAMBURG, &C.	TACOMA MABU	Jap, str	in the state of th	N. Teranaka	OBAKA BHOSHN KAISHA	On 16th inst., at 1 P.M. To-morrow, at Noon.
VICTORIA, B.C. & SEATTLE VIA BRANCHAT BO	PANAMA MARU	Jap. str	i —	T Postfoldt	OBAKA SHOBEN KAISHA	On 30th inst., at 1 P.M. On 17th inst., at Noon.
NAPLES, GENOA, ALGIEES, GIBERITAE COLONBO, &C.	KOERNER			}	SANDER, WIELER & Co	On 1st May.
TRIESTE, FIUME, VENICE VIE SINGAPORE, CO.,	MONTROSE	Brit, str	1 .	Keasley	THE BANK LINE LTD	On 11th inst.
BOSTON & NEW YORK & PORTLAND, &	BYGJA	Brit. str		*** *** *** ***	THE BANK LINE, LIMITED	On 20th inst., at 6 P.M.
VANCOUVER VIA BHANGHAI, JAPAN, &c.	MONTBAGLE	. Brit. str	2 m,	W. Davison H. S. Smith	Town KATONN KATSHA	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	* Carreline att : Add	Am. str		U	1 Diames Min SS Co.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Ger. str		M. Winckler H. Bremer	NIPPON I USEN RAISEA	On 20th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA AUSTRALIAN PORTS YOKOHAMA & KOBE VIA SHANGHAI	St. Albans	Brit. str		200 200 100 100 100	SANDER, WIELER & Co	
KOBE	MIYABAHI MARU	Jap. str	-	Hori,	NIPPON YUBEN KAISHA	
KOBE	CONTENS.	Ger. str.		H. Chidley	MELCHERS & Co	On 10th inst., at Noon.
NAGABAKI. KOBE & YUKUHAMA	N Buyo MARU	Jap. str		I TY II I_I_I	TOYO KISHN KAISHA	Quick despatch
JAPAN	Kunichow			Foresyth	BUTTERVIELD & DWILL ***	On 10th inst., at 4 P.M.
TSINGTAU & NEWCHWARD	WUHU	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & DWIKE	On 20th inst.
BHANGHAI, KOBE & YUKUHAMA	PALAWAN	Brit. str.	. –	C. R. Longden B.N.R.	P. & U. S. N. CO	On 10th inst.
SHANGHAI, MOJI, KUBE & IUAUHAMA	CHOYBANG	Brit. str. ,		M. Courtney	JARDINE, MATHESON & CO., LD.	On 11th inst., at 4 P.M.
SHANGHAI	ASSAYE	3rit. str		G. W. Cockman, R.N.	B P. & O. S. N. Co	On 13th inst., at M'nig
SHANGHAI. NAGASAKI, KOBE & YOKOHAM	TELEBRING TIONALOSS	Ger. str	-	F. y. Binzer Bradely	MELCHERS & Co	On 23rd inst., at Noon
SHANGHAI, KUBE & MUJ, KOBE & MOJI	PEKING	Bwed. str.		110 410 Hr 100 410	ABTHUR NILSSON & CO.	THE STREET WEST, SO AT HIS TO
SHANGHAI "FORE & MOJI"	CEVION	Swed. str		Roov	ARTHUR NILSSON & CO. JAVI-CHINA-JAPAN LIJN	tol Berger Service -
SHANGHAI, YOROHAMA KUDE & MOUL SHANGHAI,	KATIO MARU	Jap. str.		W. Wade	OSAKA SHOSEN KAISHA	On 10th inst., at Noor
FOOCHOW VIA SWATOW & AMOY SWATOW, AMOY & FOOCHOW	HAIOHING	Brit. str.	2 h.	W. C. Passmore J. S. Roach	DOUGLAS LAPRAIK & CO	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW MANILA, CEBU & ILOILO MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	••• 1 111	Pennefather	SHEWAN, TOMES & CO. L.	On 13th inst., at 4 P.M
MANILA	YUENSANG	Brit. str.		P. H. Rolfe M. C. Smith	JARDINE, MATHESON & CO., L.	On 20th inst., at 4 P.
MANILA. MANGARIN, ILUIDO & CELOU	TJIPANAS	Dut. str.	and Salaman and Sa	J. B. v. Damme Jel E. J. Tadd	nh JAVA-CHINA-JAPAN LIJN	o On 10th inst., at Noo
SINGAPORE, PENANG & CALCUTA	WARDHA	Brit. str.		O M D Taba	JARDINE, MATHESON & Co., LI	On 22nd inst., at No
SINGAPORE, PENANG & CALCUTE	MAUSANG	Brit. str. Brit. str. Ger. str.	-	Weigall	MUTCHERS & CO	Middle of April.
KUDAT & SANDAKAN "HAIPHONG KWANG CHOW WANG & HAIPHONG	BORNEO BI-KIANG	Dean ate		E. de Catalano	MAGERIES MARITIMES	On 10th inst., at Noon
4 17 44 7		{				

Per Choysany, from Shanghai, Mr. and BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tone, Captain H. Chidley, due at Hongkong from Rangoon on 11th April, will be despatched for KOBE the 12th April, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham.

WESTWARD.

The S.S. "WARDHA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 11th April, 1912, at Noon, followed by the S.S. "MUTTRA," on 25th April, taking Cargo and Passengers at Current Rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., ACENTS. Telephone No. 215. Hongkong, 2nd April, 1912.

"SHIRE" LINE OF STEAMERS. LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DATE OF DEPARTURE LONDON, ROTTERDAM & ANTWERP ... "FLINTSHIRE" On 10th May. Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans, Attention is directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE. MATHESON & Co., LTD., AGENTS.

Hougkong, 22nd March, 1912

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT! TO ALTERATION).

*SINGAPORE.PENANG & CALCUTTA" LAISANG" ... Wed'day, 10th April, Noon.

† SHANGHAI ... "LOON GSANG" ... Saturday, 13th April, 2 P.M.

*MANILA ... "MAUSANG" Thursday, 18th April, Noon.

*SANDAKAN ... "MAUSANG" Thursday, 18th April, Noon. "MANILA "YUENSANG" Suturlay, 20th April, 2 P.M.
"NINGAPORE, PENANG & CALCUTTA" NAMSANG" Monday, 22nd April, Noon.
"SHANGHAI, KOBE & MOJI "KUTSANG" Tuesday, 23rd April, Noon. RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "For lang" leave about every 3 weeks for banghai and returning via Kobe Inland Sea) and Muji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light,

A duly qualified surgeon is also carried, Steamers have superior accommodation for First Class Passengers and are fitted through-† Taking Cargo on through Bills of Lading to Yargiesa Ports, Tsingten, Weihaiwei, Chefco

1 Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawaco sukaan, Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 15 Hongkong, 4th April, 1912.

PACIFIC ROYAL CANADIAN STEAMSHIP LINE. VIA VANCOUVER AND

PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR LIVERPOOL. VANCOUVER. 1912 "EMPRESS OF INDIA" SAT., 20th Apr. "EMPRESS OF IRELAND" FRI., 17th May. "EMPRESS OF JAPAN" SAT., 11th May. "ALLAN LINE" "MONTEAGLE"...... SAT., 1st June. "EMPRESS OF BRITAIN" FBI., 28th June. "EMPRESS OF INDIA" SAT., 22nd June "ALLAN LINE" Steamships leave HONGKONG at 6 P.M.

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express,
and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons
register, thus providing a comfortable and speedy through route to Europe.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate Steamship "Monteagle" First Class rate to London includes cost of Meals and Berth in Sleeping Car while

affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN

LINE.

FOR BOSTON AND NEW YORK. (With liberty to proceed via the Cape of Good

THE Steamship

"KALOMO," Captain Keasley, will be despatched for the bove Ports on THURSDAY, the 11th April. For Freight, etc., apply to-THE BANK LINE, LTD.

General Agenta.

Hongkong, 11th March, 1912.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

BTEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT MEDITERRANEAN PORTS, PLYMOUTH AND LONDOR

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUNTAL. AMBRICAN AND SOUTH AFRICA PORTS. THE Steamship

"DELTA," Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th April, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALCJA, 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured

before departure from Hongkong. Silk and Valuables, all Cargo for France, Tes and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 24th May, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to Superintendent, Hongkong, 2nd April, 1912.

REGULAR STEAMSHIP SERVICE

JWITH LIBERTY TO PROCEED VIA THE CAPE : or Good Hope). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "MONTROSE"...On or about 23rd Apr. For Freight and further information, apply to

Honokong, 2nd April, 1912.

DODWELL & Co., LTD.,

PASSED THE CANAL.

February 27th - Atholt, Benavon Luctzow, Matoppo, Namur. March 1st-Antilochus, Goeben, Hirano Maru, Ningchow, Polynesien, Sachsen, Segovia, Deike Rickmers. 5th-Flintshire, Himalaya, Hitachi Maru, Konang Si, Nyanza, Baron Innerdale. 8th-Ajan Aragonia. Astyanax, Benlomond, C. Ferd Laciss. Gauges, Palawan, Ping Suey, Sydney. 12th—Benarty, Lacries, Perma, Samora, Madura. 15th - Derflinger, Erroll. Kleist, Tango Maru, Ville de la Ciotat. Arcadia, Lovat. 19th-Erzherzog Frans Ferdinand, Glenstrae, Miyasaki Maru, Moyune, Peshawur, Socotra, Theseus, Yangtsze. 22nd-Calchas, Ernest Simons, Idomeneus, Pathan, Saxonia, Silesia. 26th-Benledi, Borneo, Kawachi Maru. Peking, Priam, Scandia, Sithonia. 29th -Bellerophon, Diomed, Kamo Maru, Lothian, Prinz Eitel Friedrich, Prins Ludwig, Satsuma, Yarra. 2nd April-Andalusia, Inverclyde, Kitano Maru,. Nile, Patroclus, Stentor, Teucer, Rhesus.

ARRIVALS AT HOME. April 4th-Socotra.

TIBITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BA CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans.

... \$1.75

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Messrs. KELLY & WAISH Messes. Brewer & Co Messrs. A. a. Watson & Co.

SHIPBUILDERS, SALVORS AND BEPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND

D. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Prava opposite Blake Pier.

ME	CHANICAL ENGINEERS.
KOO D	Modern Appliances for quick construction and repair of Ships, Engines Rollers Railway Rolling Stock, Bridges, and
TAIRO	all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumati
	Modern Appliances for quick construction and repair of Ships, Engines Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Tools, installed throughout the Work Tools, installed throughout the Work BONGRONG ENGINEERS. WIRE ROPES, RIVER

787 × 88' × 34' 6" Pumps empty Dock in 23 hours. THREE PATENT SLIPWAYS taking vessels

ARD RONGRONG. AND METAL SPECIMENS.

for painting ships with most efficient results. 100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPE BANGING UP TO 100 TONS.

up to 3,000 tons displacement, providing conditions

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Cflice

MANAGERS AND AGENTS, BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

bon	STRANGE	.	TIAR OF	BUNANCO
BHANGHAI, MOJI, KO	OBE PALAWAN Capt. C. R. L	ongden, B.N.R.	10 A.M. 3th April.	Freight and Passage.
SHANGHAI	{ASSAYE _Capt. G. W. Co	okman, E.N.E.,	About 1th April.	Freight and Passage,
LUNDON VIA USUAL PO	ORTS DELTA	rtin. E.N.R } 1	Noon, 3th April.	See Special Advertisement

LONDON and ANTWERP VIA SINGAPORE, PE. (SUMATRA About) Freight and NANG, COLOMBO, PORT [Capt. W. J. Le Mare, B.N.R.] 17th April. SAID and MARSEILLES

For Further Particulars apply to

E. A: HEWETT, Superintendent.

Hongkong, 8th April, 1912.

CHINA NAVIGATION

SAILINGS SUBJECT TO ALTERATION

	FOR	BTEANERS	TO SAIL
MA	NILA, CEBU and ILOILO	"TAMING"	On 9th Apr., 4 P.M.
WE	THATWEL CHEFOO & TIBERTSIN	"KUEICHOW"	On 9th Apr., 4 P.M.
NTN	IGPO & CHINKIANG	"WUHU"	On 10th Apr., 4 P.M.
TSI	NGTAU & NEWCHWANG	"SHAOHSING"	On 10th Apr., 4 P.M.
SH	ANGHAT	"CHINHUA"	On 11th Apr., 4 P.M
- 8 H	ANGHAT	"ANHUI"	On 13th Apr., M'night.
	DIRECT SAILINGS TO	WEST RIVER, Twice	Weekly.
	S.S. "LINTAN	" and S.S. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Faus in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Baloon accommodation Amidahips; Electric Fans fitted; Extra State-rooms on Deck, aft. Baloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkong for Shanghal direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of TELEPHONE 36 the transhipment at Woosung. REDUCED FARES:—SINGLE \$45......RETURN \$75.

For Freight or Passage apply'to-Hongkong, 5th April, 1912.

AGENTS. HAMBURG-AMERIKA

247]

BUTTERFIELD & SWIRE.

IN CONJUNCTION WITH DEUTSCHE DAMPESCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO. to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

'TIAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

PFOR SHANDRAI, KOBR & YOROHAMA:

8.8. SITHONIA ... 20th April. B.S. ANDALUSIA ... 30th April. 8.8. BAYERN ... 10th May. FOR ROTTERDAM, HAMBURG & ANTWERP:

FOR HAVRE & HAMBURG: SS. BELGRAVIA ... 11th April. FOR MARSEILLES, HAVER & HAMBURG: S.S. SACHSEN ... 29th April. FOR ROTTEBDAM, HAMBURG & ANTWERP: 8.8. O. J. D. AHLERS ... 5th May, FOR HAVRE, BREMEN & HAMBURG SS.-C. FERD. LAEISZ 10th May, FOR MARSEILLES, HAVRE & HAMBURG! S.S. SITHONIA ... 27th May.

S.S. ARCADIA ... 31st May.

For Further Particulars, apply to-

HAMBURG-AMERIKA

Hongkong Office.

Rongkong, 4th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government,) MONTHLY FAST DIRECT SERVICE TO TRIESTE. VIA SING SPORE, PRNANG, COLOMBO, ADEN, SUEZ AND PORT SAID. S.S. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 6 P.M. B.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "BOHEMIA," 7.900 tons, will leave as above on 5th May, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, £50 lst, £36 2ad Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE,

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE vis SHANGHAI about 26th April 88. "CHINA." 11.000 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE,

Penang, Colombo, Bombay, Kabachi, Aden, Suez, Port Said, on 1st May. These steamers are fitted with comfortable one class accommodation for salcon passengers, Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent quisine, Doctor, Wireless Telegraphy. ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to SANDER, WIELER & Co., Agents,

Hongkong, 8th April, 1912

Princes' Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

IIIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisins.

AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING" ... | Capt. W. C. Passmore ... | TUESDAY, 9th April, at 11 A.M. "HAITAN" ... | Capt. J. S. Rosch | FRIDAY, 12th April, at 11 A.M.

(Occupying 3 Days).

"HAIMUN" ... | Capt. A. H. Stewart ... | WED'DAY, 10th Apr., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS. Hongkorg, 4th April, 1912.

TOYO KISEN KAISHA. IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

SHINYO MARU MARU. MARU. TENYO Speed 21 KNOTS, Displacement 21,000 TONS:

and the TWIN SCREW S.S.

INTERMEDIATE STEAMER. Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and BAN FRANCISCO VIA SHANGHAL, NAGASAKI, KOBE. YOKOHAMA and HONOLULU.

AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers-BUYO MARU, HONGKONG MARU AND KIYO MARU. Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA HONOLULU.

MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED BAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:-CAPTAIN DATE OF SAILING. STEAMER ... TUESDAY, 9rh April, Noon SHINYO MARU H. S. Smith ... TUESDAY, 7th May, at Noon. W. W. Greene CHIYO MARU TUESDAY, 28th May, at Noon. NIPPON MARU TUESDAY, 4th June, at Noon. TENYO MARU SOUTH AMERICA LINE:-DATE OF SAILING. STEAMER ... WED'DAY, 10th April, Noon, BUYO MARU... HONGKONG MARU FRIDAY, 7th June, at Noon.

6th Aug., at Noon. TUESDAY, KIYO MARU ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:-To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

s.s. "SI-KIANG." Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight Japply to

P. THOMAS, N.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKON 1. i(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Takir s cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico,

	FOR.	STRAMBRE	(Gross reg.)	imaves.
	VICTORIA, B.C. &	"TACOMA MARU"	6,178	TUESDAY, 16th
Ì	TACOMA VIS NAGASAKI, KOBE, YOKKAICHI,	BUCKER AND THE MADEL P	6,182	April, at 1 P.M. TUESDAY, 14th
	AND YOKOHAMA	J"CHICAGO MARU"	6,182	May, at 1 P.M. THURSDAY, 13th
į	VICTORIA, B.C. & TACOMA vin SHANG-		6,059	June, at 1 P.M. TUESDAY, 30th
	HAI, MOJI, KOBE, YOKKAICHI AND YOKO-	\}"MEXICO MARU"	6,064	April, at 1 P.M. TUESDAY, 28th
	HAMA	J"CANADA MARU"	6,064	May, at 1 P.M. TUESCAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Scattle Vancouver, Portland, and SanaFrancisco: From Manila

From Hongkong, Shanghai and Keelung From Nagasaki, Moji, Kobe and Yokohama lst class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ...

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers cerried at Low Rates. Best adapted rooms for carrying Silk; "measure and Parcels. Special attention given toward Express connection.

Risent magres	DENIES COMESCUO	788	الواحشاء مطاوعاتها والتعلم والتعلم والمواجرين والواحدة بالمارية والمحالة التواجر المراب المرازي وواجها المستقاريات		
HONGKONG	, south ch	INA COAST	PORTS & F	OBMUSA SEBVICE	
	FOR	87	PAMARE	LEAVES.	
FOOCHOW and	WOTAWS ALV AMOY	"KAIJO	MARU"	WED'DAY, 10th April, at Noon.	

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Locus Branch Office, at Second Floor, No. 1, Queen's Buildings

(THE

D**e**stinations

JAPAN

PROJECTED SAILINGS FROM HONGRONG-SUBJECT TO ALTERATION.

KAGA MARU WED'DAY, 10th MARSEILLES, LONDON and April, at Daylight. ANTWERP, VIA SINGA-PORE, PENANG COLOMBO, Capt. G. Tabusa.

SAILING DATES

April.

5.000

SUEZ and PORT SAID (WED'DAY, 24th ATSUTA MARU 9,000 | April, at Daylight. Capt. J. Nagao VICTORIA, B.C., and TUESDAY, 9th (§ SANUKI MARU SEATTLE VIA SHANGHAI April, at Noon. Capt, N. Teranaka TUESDAY, 23rd § AWA MARU April, at Noon, Capt. Irizawa,

MOJI, KOBE, YOKKAICHI, and YOKOHAMA ... KUMANO MARU SYDNEY and MELBOURNE, FRIDAY, VIA MANILA, THURSDAY Cant. M. Winckler, April, at Noon. ISLAND. TOWNSVILLE YAWATA MARU FRIDAY, and BRISBANE ... May, at Noon. Capt. T. Sekine, BOMBAY VIA SINGAPORE, and COLOMBO

(THURSDAY, 11th MIYAZAKI MRAU KOBE an YOKOHAMA ... April, at 11 A.M. Capt. Murai. -YAWATA MARU (WED'DAY, 10th NAGASAKI, KOBE & YOROHAMA April, at Noon. Capt. T. Sekine, 5.000 HAKATA MARU (WED'DAY, 10th SHANGHAI, MOJI, KOBE and YOKKAICHI ... Capt. Y. Nomura, 6.000 SUNDAY. TENSHIN MARU KOBE DIRECT April. 4,000 Capt. T. Hori, KAGESHIMA MARU SATURDAY, 13th TAKOW (FORMOSA) ...

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers, I Cargo only + Calling at Rotterdam after Antworp.

Capt. W. Wade,

STEAMERS NEW BETWEEN

CALCUTTA. REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE. PENANG AND RANGOON. The next steamer from Hongkong:-

"MIKE MARU," 4,000 tons, Capt. K. Kikkawa, On 12th April! PASSENGER SEASON

EUROPE. STEAMER CAPTAIN Tons FROM HONGKONG G. Tabusa MARU KAGA 10th. ATSUTA J. Nagao 24th. April HITACHI T. Yamawaki May. 8th. MIYASAKI T. Murai 22nd. KITANO' 9,000 F. E. Cope SEATTLE. SANUKI MARU N. Teranaka T. lrizawa 23rd. SADO K. Asakawa 7th. May YOKOHAMA N. Noda For further information, apply to-T. KUSUMOTO, MANAGER. [12-15-41

PENINSULAR STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES LONDON

TAKING PASSENGERS ALSO FOR Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leav Hongk	. :	Connecting Steamers from Colombo to MARSEILLES & LONDO	MARSHILLES (Brigdisi	(Lond	on
Steamer	Tons	1 p.m. Sat	URDAY	Steamer Tons	SATURDAY	FRIDA	L.Y
ORIENTAL DEVANHA DELTA	7500	April April May May June June	13 27 11 25 8 22	MALOJA12500 MONGOLIA10000 MALWA11000 CHINA 8000 MACEDONIA 10500 MOREA 11000	May 25 June 8 June 22 July 6	May May June June July July	17 31 14 28 12 25

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

Hongkong at the time of Booking. FARES TO LONDON: 1st SALOON £71.10 SINGLE. £106.14 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CABRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES Proposed Sailings:

STEAMBES			Leave Honokone	Due London
		Tonnage	about	about
SUMATRA NAMUR PALAWAN BORNEO	010 010 100 0 010 010 000 0 011 005 010 0	7000 5000 5000	April 17 May 1 May 15 May 29	May 31 June 14 June 29 July 13
SYRIA NORE	***	7000	June 12 June 26	July 27 August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE FARES TO LONDON: 187 SALOON £55.0 SINGLE. £82.10 RETURN. For further Particulars, apply to-

SUPERINTENDENT